













# THE PACIFIC.

Later from Victoria and Alaska.

SAN FRANCISCO, Jan. 31.

A Victoria telegram says that a public meeting was held on the 29th, to discuss the expediency of the colony applying for admission to the Dominion of Canada.

A resolution in favor of the construction of a overland wagon road, an essential condition, was unanimously adopted.

A committee was appointed to wait upon the Governor to ascertain what progress had been made to take further steps for a union of the colony with the Dominion.

Alaska advices to January 25 state that all was well.

The Italian bark Victoria, reported ashore at Point Wicks, floated off at flood tide, yesterday.

# RIVER NEWS.

## PORT OF LOUISVILLE.

### BOATS LEAVING TO-DAY.

For Cincinnati: AMERICAN, (P. M. For Henderson: MONROE, (P. M. For Louisville: MONROE, (P. M. For Cincinnati: AMERICAN, (P. M. For Henderson: MONROE, (P. M. For Louisville: MONROE, (P. M.

### ARRIVALS YESTERDAY.

United States Steamer, New Orleans. Nick Longworth, N. O. Yarnum, Henderson. Union, Cincinnati. N. O. Yarnum, Henderson. Union, Cincinnati. N. O. Yarnum, Henderson.

### DEPARTURES YESTERDAY.

City wharf—America, Mr. Anderson, Park. Union, Henderson. Union, Henderson. Union, Henderson. Union, Henderson. Union, Henderson.

### CITY WHARF—AMERICA, MR. ANDERSON, PARK.

The river has commenced to rise at this point very unexpectedly. In the canal there were seven feet of water by the mark yesterday evening, and five feet on the falls, making a rise of fully four inches at the head of the falls in the previous twenty-four hours up to yesterday evening.

The river is full of heavy floating ice, though not heavy enough to interrupt navigation above this point. Several steamers which arrived here from above day before yesterday, and had laid over on account of the ice, took their departure yesterday evening—among them the Wren, for Kentucky river, and Dove No. 2, for Madison. The United States mail steamers still continue to make regular trips between this port and Cincinnati, arriving and departing on time, notwithstanding the heavy ice in the river.

The weather yesterday was clear and mild during the entire day. The thermometer stood at 57 at noon yesterday.

Business on the wharves continues at a lively rate, southern freight being much plentiful.

### DISPATCHES.

PITTSBURGH, Jan. 31—12:30 P. M. River rising with 3 feet 2 inches of water in the channel. Weather clear and very cold and freezing hard. Ter. 19.

CINCINNATI, Jan. 31—12:30 P. M. The river has fallen 12 inches—17 feet and 7 inches in the channel. Ter. 23.

### PORT ITEMS.

The Clifton, from Cincinnati for Memphis, entered the canal at noon yesterday.

The Pink Vulture of the Merchants Line to Tennessee river, takes her departure this evening. Capt. Hurry commands, assisted by Capt. Dan McMullin, who will be on the office.

The Atlantic and barges have arrived at Evansville, and it is expected here that she would reship her cargo for this port and Cincinnati at that point, being unable to fight the heavy floating ice now in the river. She has about 500 tons of freight on her barges.

The Nick Longworth and Belle Lee arrived here yesterday from New Orleans.

Ed. C. Carroll, an old and popular steamboatman, lately engaged in the wharfboat business at Vicksburg, has taken charge of Hays's coal yard at that point, where he will constantly be on hand to supply steamers with any quantity of the best Pittsburgh and other coals.

Our steamers running from this port to New Orleans ought to bear this in mind, and when they run out of fuel give the above-named gentleman a share, if not all, of their patronage.

The elegant and new passenger steamer Belle Lee takes her departure for New Orleans to-morrow morning at ten o'clock, from the Portland wharf, under the command of Capt. A. McGill, a veteran in the trade here to New Orleans. The Belle Lee has just returned from the Sunny South, having made but one trip, and has already won for herself the reputation of being one of the best and safest steamers in the trade here to New Orleans, and will undoubtedly prove one of the fastest.

She has all the necessities and comforts in her cabin to make those traveling on her feel at home. Her officers are clever and courteous and among the most competent on the river.

The Dove No. 2 and Wren left port yesterday.

The Mollie Grant will be the only packet to port to-day for Madison and Carrollton.

The Palestine leaves this evening for Cumberland river, in charge of Capt. Parr. She will leave hereafter as a regular packet on Saturday.

The Norman takes her departure to White river this evening from the city wharf.

The Swallow and Alice V. are here from New Orleans, and will go to Cincinnati. The Swallow has 20 crates of corn, 100 bushels sugar, 100 barrels molasses, and 250 barrels of hides for this port. The Alice V. has 50 crates queensware and 50 tons of sundries for this port, and 50 tons scrap-iron, 100 cannon balls and 80 pieces of railroad iron for New Albany.

The Bertha is expected at the wharf to-day. She is destined for Arkansas river.

The Nick Longworth leaves for New Orleans on next Tuesday.

MEMORANDUM OF THE BELLE LEE.—Left New Orleans on Wednesday evening, January 21st. In port for Louisville, Laurel Hill. Laid by all night for Feb. 22d. Met St. Charles at the foot of Prophet's Island. 24th.—Met Richmond at Vicksburg. Great Republic at Pawnee Island. 25th.—Met Indiana at Friar's Point. Left twelve hours by Feb. 27th.—Met P. W. Strader at No. 8, Dexter at Cairo. 30th.—Met Virginia at Alton. Started from Evansville on Wednesday evening, but turned back to have ice sheathing put on. Left twenty-one hours.

### MISCELLANEOUS.

The steamer Phantom broke one of her shafts near New Orleans, causing her wheel to drop, besides breaking her pilot man and one of her fastenings. After casting her anchor she was blown among the timber, which played considerable smash among her fancy work. She was towed to Paducah by the Tacony. The broken shaft is said to be the one that was broken one before and was brought to this city to be welded together. It seems that the job was well done.

Louis A. Walton, President and General Superintendent of the Lightening Line of Missouri River packets, has been adjudged a bankrupt. His liabilities are said to be heavy.

# THE PACIFIC.

ST. LOUIS AND NEW ORLEANS, AND ATLANTIC AND PACIFIC RAILROADS.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

St. Louis, Jan. 31.

# LOUISVILLE CHURCH DIRECTORY.

First Church—Corner Sixth and Green streets.

Second Church—Thursdays, between Green and Walnut streets.

Third Church—Corner Fourth and Chestnut streets.

Fourth Church—Hancock, bet. Main and Market streets.

Fifth Church—Corner of College and Walnut streets.

Sixth Church—Corner of Walnut and Chestnut streets.

Seventh Church—Corner of Walnut and Chestnut streets.

Eighth Church—Corner of Walnut and Chestnut streets.

Ninth Church—Corner of Walnut and Chestnut streets.

Tenth Church—Corner of Walnut and Chestnut streets.

Eleventh Church—Corner of Walnut and Chestnut streets.

Twelfth Church—Corner of Walnut and Chestnut streets.

Thirteenth Church—Corner of Walnut and Chestnut streets.

Fourteenth Church—Corner of Walnut and Chestnut streets.

Fifteenth Church—Corner of Walnut and Chestnut streets.

Sixteenth Church—Corner of Walnut and Chestnut streets.

Seventeenth Church—Corner of Walnut and Chestnut streets.

Eighteenth Church—Corner of Walnut and Chestnut streets.

Nineteenth Church—Corner of Walnut and Chestnut streets.

Twentieth Church—Corner of Walnut and Chestnut streets.

Twenty-first Church—Corner of Walnut and Chestnut streets.

Twenty-second Church—Corner of Walnut and Chestnut streets.

Twenty-third Church—Corner of Walnut and Chestnut streets.

Twenty-fourth Church—Corner of Walnut and Chestnut streets.

Twenty-fifth Church—Corner of Walnut and Chestnut streets.

Twenty-sixth Church—Corner of Walnut and Chestnut streets.

Twenty-seventh Church—Corner of Walnut and Chestnut streets.

Twenty-eighth Church—Corner of Walnut and Chestnut streets.

Twenty-ninth Church—Corner of Walnut and Chestnut streets.

Thirtieth Church—Corner of Walnut and Chestnut streets.

Thirty-first Church—Corner of Walnut and Chestnut streets.

Thirty-second Church—Corner of Walnut and Chestnut streets.

Thirty-third Church—Corner of Walnut and Chestnut streets.

Thirty-fourth Church—Corner of Walnut and Chestnut streets.

Thirty-fifth Church—Corner of Walnut and Chestnut streets.

Thirty-sixth Church—Corner of Walnut and Chestnut streets.

Thirty-seventh Church—Corner of Walnut and Chestnut streets.

Thirty-eighth Church—Corner of Walnut and Chestnut streets.

Thirty-ninth Church—Corner of Walnut and Chestnut streets.

Fortieth Church—Corner of Walnut and Chestnut streets.

Forty-first Church—Corner of Walnut and Chestnut streets.

Forty-second Church—Corner of Walnut and Chestnut streets.

Forty-third Church—Corner of Walnut and Chestnut streets.

Forty-fourth Church—Corner of Walnut and Chestnut streets.

Forty-fifth Church—Corner of Walnut and Chestnut streets.

Forty-sixth Church—Corner of Walnut and Chestnut streets.

Forty-seventh Church—Corner of Walnut and Chestnut streets.

Forty-eighth Church—Corner of Walnut and Chestnut streets.

Forty-ninth Church—Corner of Walnut and Chestnut streets.

Fiftieth Church—Corner of Walnut and Chestnut streets.

Fifty-first Church—Corner of Walnut and Chestnut streets.

Fifty-second Church—Corner of Walnut and Chestnut streets.

Fifty-third Church—Corner of Walnut and Chestnut streets.